

CRIPPLED CRAFT LIMP TO PORTS

Vessels in on Cape Shore Tell Tales of Great Fury of Gales.

Skippers All Agree Winter Weather About Worst Ever.

That the fishing crafts and vessels off shore in the recent series of gales had it hard is borne out by the reports of the skippers and crews who all say the weather has been the worst in years. With sails torn, anchors gone, their decks washed by heavy seas, one by one the vessels have limped into Nova Scotia ports to repair damage before proceeding further.

Feared Craft Would Founder.

Sch. Titania, Capt. Patrick Vale of this port arrived at Liverpool, N. S., last Tuesday afternoon and reports that the recent gale on Brown's Bank was the worst he had experienced in 40 years of his life engaged in fishing. During the height of the gale a week ago Saturday morning, after everything moveable on deck had been washed overboard by the heavy seas, it was feared the vessel would founder, but fortunately the cable parted near the anchor. The storm continued with unabated fury during the whole day and having but one anchor on board—the third anchor having been lost in the previous week's gale—the captain decided to run for Liverpool. The Titania had on board 2500 salt fish and 1000 pounds of halibut. After purchasing an anchor she will sail for home.

Forced Boats to Repair.

Sch. Jennie B. Hodgdon put into North Sydney last week, seeking repairs as a result of encountering the heavy gales that swept the Nova Scotia and Newfoundland coasts the past two weeks.

The craft was on her way from this port to Bonne Bay, N. F., to load frozen herring, but for nearly the entire route was battered by fierce gales and snow squalls, until she began to take in water, when Capt. McKeoughan decided to put back to North Sydney for repairs.

Used Disabled Craft Well.

Through the offices of J. A. MacKasey, says a Halifax despatch, the department of marine and fisheries has made an exception in the case of the Gloucester sch. Norma which ar-

rived at Halifax, N. S., a few days ago, after losing her cables and anchors in the gales, and have granted permission for the purchase of new hawsers and mud-hooks as well as the disposal of some fresh halibut that was in her hold. The Norma, was thus exempted from having to take out a license. The Valerie and Norma, both of whom suffered from the storms have resumed fishing.

Reached Liverpool Almost Total Wreck.

Sch. Oressa Belle from Conception Bay, N. F., with a cargo of dry cod for this port was reported at Liverpool a week ago yesterday and reports being out in the gale at sea, 125 miles northwest of Cape Sable.

The Oressa Belle encountered the gale on the morning of the 4th in which she lost her foresail, riding sail, had her stern smashed, carried away her topmast besides and commenced to leak badly.

Capt. Tuck received severe injury to his back and shoulder by being struck by a sea which threw him violently upon the deck. The Oressa Belle is 95 tons register, was built at Mahone Bay in 1903, and is owned by her master, Walter J. Tuck, of Fortune, N. F.

Driven 200 Miles Off Course.

Sch. Lizzie Griffin, Capt. Anderson of Maine, arrived in Halifax last week on her way from Bonne Bay, N. F., to Boothbay, Me.

The captain reports that he met with all the recent storms, and the snow storm on Christmas Day was the worst he ever experienced. Notwithstanding the fact that he was driven 200 miles off his course by the storms he met with and the hard time he and his crew experienced during a voyage of 16 1-2 days, he only lost two barrels of fish, with which they were heavily laden. Christmas Day, he says, was one that he will long remember.

Sch. Olga Put in Leaking.

Sch. Olga, Capt. Diggins, from Bonne Bay, N. F., bound here with 320,000 pounds of salt cod and 50 barrels of herring put into Liverpool, N. S., a week ago yesterday, leaking. The captain reports the storm very severe.

Lost Cable and Anchors.

Sch. Eugenia arrived at Liverpool, N. S., December 30 with the loss of her cable and anchors, and sails torn, having encountered the heavy gale off Cape Sable on December 27.

Sch. Lucania Blew Away Sails.

Sch. Lucania, Capt. Martin J. Welch of the haddock fleet, arrived here this morning from Boston, after taking out his fresh fare there yesterday afternoon. Capt. Welch struck one of the recent blows on Georges in all its fury, and so badly tore and damaged his jumbo, jib and foresail as to necessitate a new sail.

Jan'y 14.

SPOKE FOR THE HOSPITAL SHIP

Plain Facts Plainly Told at the Hearing at Washington.

Steamer Wanted Instead of Sail Or Auxiliary Schooner.

The House Committee on Merchant Marine and Fisheries heard witnesses yesterday on the Gardner bill for a hospital ship to follow the fishing fleet. No one appeared against the bill. The members of the committee present appeared to think favorably of the idea, preferring to consider the establishment of the vessel as an extension of the public health service.

Representative Gardner spoke briefly in opening the session. "We are asking," he said, "for a sea-going vessel to cost about \$100,000 and of about the type used in the North Sea, where they have three hospital ships and four dispensary ships. The vessel should be of the type of 'beam trawler'."

Mr. Gardner inserted in the record several magazine and newspaper articles, notably one by Dr. T. W. Salmon of the United States Marine Hospital Service. He stated that at first the plan had been to use a sailing vessel or auxiliary power, but it was now felt advisable to secure a larger ship.

Colonel Charles F. Wonson, president of the board of directors of the Gloucester Fishermen's Institute, was the first witness. He read many testimonials from American fishermen who had been succored by the fishermen hospital ship, and spoke of the numerous cases of diseased or injured men who would have been saved had there been prompt medical or surgical aid. He pointed out the fact that when a vessel had to put back to land a sick man there is economic loss not only to the sick man but also to the rest of the crew and the owners.

Charles Skentelbery of the Merchant Affairs committee of the Boston

Chamber of Commerce spoke next. He dwelt upon the impossibility of the fishermen cooperating for the support of a privately owned ship.

Captain William H. Thomas of this port, who has been master of a fishing schooner for twenty-nine years, estimated for the benefit of the committee that a steamer of five or six hundred tons which could be operated at an annual maximum expense of \$20,000, would save many lives and prevent much suffering. He was followed by Richard W. Freeman, secretary of Gloucester Board of Trade. Mr. Freeman said that if the economic value to the community—the average healthy wage-earner is \$15,000 a year—saving of a single life by the hospital ship would pay for the expense.

At this point Chairman Alexander said: "You are asking the government to aid a private industry, I am inclined to think that this would be a departure on the part of the government to do this. In other cases private contributions support these ships."

Mr. Freeman replied that the United States government saves lives at sea by means of the life-saving service and that it saves men who can get to shore at the marine hospitals.

Representative Stone of Illinois expressed himself as in favor of the bill as an extension of marine hospitals.

Miss S. D. Leupp, a magazine writer, was the last witness. She stated that as the average annual profit of the fisherman was between \$600 and \$800, it would be difficult for them to pay for medical attendance. She urged that a hospital ship would lower not only the death rate but the disability rate, and instanced the case of three men who lost their legs because they had to be brought to shore after days at sea.

Jan'y 14,

Jan'y 14.

Jan'y 14.

CAPTAIN LYONS LOST HIS JOB

Capt. Uriah H. Lyons of Barrington Passage, N. S., for many years a well known master mariner from this port and for several years master of the Nova Scotia Government dredge Northumberland, was notified by the P. W. Department at the end of the year that his services were no longer wanted. The position has been given to Capt. William McKenzie of Pictou.

CAPE SCALLOPS SCARCE.

While Nantucket Fishers Are Making Big Catches.

While the Nantucket scallop fishermen are earning \$1000 a day gathering the bi-valves, the inhabitants along the shore at East Harwich cannot find enough to eat. Nantucket, it is reported, has actual control of the market; since the open season began more than 20,000 bushels of the shellfish have been harvested. The price is from \$4 to \$5 a gallon.

In past seasons the scallops have been unusually plentiful on this immediate section of the coast. Now, however, only a very few come ashore during the gales and it has become unprofitable to search for them in boats. It requires several hours of beach patrolling to find enough to produce a quart of the opened "eyes." Moreover, practically all the scallops which are driven ashore are exceedingly small.

The theory is advanced by some local sea captains that the scallops in a body have migrated southward, finally hitting the Nantucket shore.

This possibility, however, is remote, as it is believed that the tides which sweep through the channels between here and the island are so strong that the tiny shell-fish would not be able to swim across.

Dredging in boats was given up some time ago in this vicinity. As a contrast nearly 100 boats dredged daily through December at Madaket, which is located on the west end of the island of Nantucket. It is said the Nantucket beds are more prolific than they have been for many years, and the island is enjoying an income of thousands of dollars every week. The season is about half over.

It was a common sight a short time ago to see a fleet of small craft plying near the Harwich-Chatham shore in quest of the bi-valves, which brought anywhere from \$1.50 to \$3 a gallon. Nobody is able to account, with any degree of certainty, for the scarcity here and the immense yield across the sound near Nantucket.

The general idea is that severe cold spells of weather in recent seasons have killed out the fish. Whenever the bay freezes over, it often makes what is called "frost" ice. This forms on the bottom, catches the scallops and they are often destroyed in this way.

There has been no ice whatever this year, which makes the existing conditions quite favorable for the dredgers and "beach" fishermen. Every person interested in shell fish hunting is hoping fervently for a mild winter, and a correspondingly profitable period.

Porto Rico Fish Market.

Arrivals have been quite limited and supplies afloat are likewise reported to be very small; yet our markets are not quotably higher, demand being very light at present. Should shipments continue on such a small scale, our markets are bound to improve and values to advance to normal level once the holidays be over. We maintain our last quotations of about: Codfish, \$26 per cask, 450 lbs.; pollock and haddock, \$21 per cask 450 lbs. Reported December 31, 1912, by S. Ramirez & Co., San Juan, Porto Rico.

Foreign Salt Mackerel.

The New York market may be described as about steady on the chief grades of foreign mackerel, but trading is only fair on both Norway and Irish, says the Fishing Gazette. The market here and abroad is firm, and though sales are only moderate at this early part of the year, the trade believe that the demand will revive soon-er than usual in view of the earlier beginning of Lent this year. Shipments from abroad have been light and the only one of note recently is the arrival at Boston January 6 of 500 cases and 100 barrels.

NOTHING HERE FROM OFF-SHORE

Only a Few of the Gill-Netters Had Fares Yesterday Afternoon

Not an arrival of any description from off shore was reported here today. The gill netters and market fleet of crafts got underway this morning after being held in port yesterday.

Most of the gill netting steamers were obliged to return yesterday morning. A few that dared to venture outside managed to pick up their nets, securing small fares.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Gov. Foss, via Boston, 40,000 lbs. fresh fish.
Str. Mystery, gill netting, 700 lbs. fresh fish.
Str. Quoddy, gill netting, 2700 lbs. fresh fish.
Str. Robert and Edwin, gill netting, 500 lbs. fresh fish.
Str. Evelyn H., gill netting, 1100 lbs. fresh fish.
Str. Mindora, gill netting, 600 lbs. fresh fish.
Str. Gertrude T., gill netting, 1500 lbs. fresh fish.
Sch. Lucania, via Boston.

Vessels Sailed.

Sch. Belbina P. Domingoes, haddock-ing.
Sch. Juno, haddock-ing.
Sch. Mary E. Silveira, haddock-ing.
Sch. Rita A. Viator, haddock-ing.
Sch. Emily Sears, haddock-ing.
Sch. Annie and Jennie, haddock-ing.
Sch. Mary DeCosta, haddock-ing.
Sch. Mary P. Goulart, haddock-ing.
Sch. Clara G. Silva, haddock-ing.
Sch. Mary F. Sears, haddock-ing.
Sch. Adeline, haddock-ing.
Sch. Francis J. O'Hara, Jr., haddock-ing.
Sch. Leonora Silveira, haddock-ing.
Sch. Edith Silveira, haddock-ing.
Sch. Jorgina, haddock-ing.
Sch. Georgia, haddock-ing.
Sch. Dixie, haddock-ing.
Sch. Waldo L. Stream, halibuting.
Sch. Kineo, halibuting.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2; snappers, \$3.25.
Eastern deck handline codfish, large, \$5.25; medium, \$4.50.
Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.
Georges halibut codfish, large, \$4.50; mediums, \$4.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.
Salt herring, \$3.50 per bbl.
Pickled herring, \$4.50 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.
Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
All codfish not gilled 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
Dressed pollock, 80c.; round, 90c.
Bank halibut, 25c per lb. for white, 17c for gray.
Fresh herring, \$1 per bbl. to salt; \$2 per bbl. for bait.
Newfoundland frozen herring, \$2.75 per cwt.

On the Railways.

Sch. Maxine Elliott is on the Rocky Neck railways.
Sch. Monitor is on Burnham Brothers' railways.
Sloop Sarah is on Parkhurst's railways.

Weir Co. Incorporated.

The Consolidated Weir Co. of Boston has been incorporated. Capital, \$200,000. Incorporators: Irving M. Atwood, W. Irving Atwood, Fred W. Moore.

TO BE HEARD ON FISH SCHEDULE

Gloucester Interests Will Have Just 25 Minutes To Present Case Before Ways and Means Committee.

Through the efforts of Congressman Gardner who has been looking after the interests of his district in the proposed reduction of tariff duties which are bound to come as soon as the Democratic administration takes up the reins of office, the local fishing interests, vessel owners and all others interested in Gloucester's great industry will have an opportunity to express themselves before any changes have been recommended.

Recently, President Thomas J. Carroll of the Board of Trade took up the matter of hearing upon the fish schedule with Congressman Gardner. The question is a vital one to Gloucester

since it involves the free entry of fish into this country. Realizing this, the sixth district congressman immediately got busy and through his efforts the committee on ways and means have granted a hearing next Tuesday morning at Washington.

President Carroll received a telegram from Capt. Gardner last evening, stating that the hearing had been granted. It will necessarily be brief, as has been the case in most of the hearings already had upon the various other schedules, 25 minutes being allowed to those interested to present their case.

Some united action will probably be taken immediately by the firms, vessel owners and master mariners for attending the hearing upon the date arranged.

Jan'y 14.

REPORT THE ICE IS COMING DOWN

Believed Herring Fleet Now Clear of the Bays and Bound Home.

Late Reports Say the Floe Is Down to Point Riche.

Recent advices from Curling, N. F., under date of January 8 states that ice is making fast in the straits and Belle Isle is reported full of ice. The weather has been quite stormy and very changeable.

At Bonne Bay the crafts have completed loading and it is supposed that the fleet has left for home or is ready to sail. Advices a week ago last Saturday states that the weather was mild in the bay and arms, while the straits have gulf ice as far as Point Riche.

Herring fishing will finish at Curling and Bonne Bay this week, although herring are reported to be still running there.

Among the crafts yet to arrive are schs. Jennie B. Hodgdon, Priscilla Smith, Corona, Saladin, Gossip, Harvard, Smuggler, Veda M. McKown, Blanche, J. J. Flaherty, Sylvania, Hiram Lowell, Tattler, Corsair, Tacoma, Lizzie Griffin, Gladiator, T. M. Nicholson, Elizabeth N., Fannie A. Smith.

Benjamin A. Smith, vessel manager of the Gorton-Pew Fisheries Company, who keeps in daily touch with the situation with the fleet at Bay of Islands and Bonne Bay has received no intimation concerning ice reports.

He feels, however, that the fleet completed loading at both places and it is supposed that all have left for home so no apprehension is felt concerning their safety or being caught in the ice fields.

Jan'y 14.

Jan'y 14.

Pensacola Arrivals.

The first week in the new year started in good in the snapper fishing, all the smacks that arrived having good trips. Smacks arriving were as follows: For E. E. Saunders Co., Clara M. Littlefield, 17,170 snappers, 5,485 groupers; Dorothy, 36,095 snappers, 7,430 groupers; Ida M. Silva, 23,045 snappers, 6,070 groupers; Lottie S. Haskins, 22,935 snappers, 6,070 groupers; Lettie G. Howard, 22,655 snappers, 3,730 groupers; Clara R. Harwood, 13,500 snappers, 5,280 groupers; Mary E. Cooney, 49,300 snappers, \$5,500 groupers. Smacks for Warren Co. were: C. H. Calt, 28,930 snappers, 1,100 groupers; Mary L. Hartly, 5,000 snappers, 1,100 groupers; Mary B. Greare, 35,000 snappers, 10,000 groupers.

Fulton Fish Market Notes.

Prices were fairly high in the salt-water fish market, last week the supply of green fish being light and the weather being unfavorable for the handling of foreign fish, says the Fishing Gazette.

Codfish. Market fine, brought three to four and one-half cents, and steak fish seven to nine cents.

The quotation on haddock was five to six cents.

Western white halibut was scarce, the box price for the week being 17 cents.

The Lenten season will open on Wednesday, February 5, and if the weather continues to be as mild as it is at this time, prices will undoubtedly be high.

78 Jan'y 14.

NEWS FOR THE LAKE FISHERS

Bay City, Mich., January 8.—The fishing at Bay City this week has not been very good on account of the warm spell we have had the last few days, says the Fishing Gazette. All the fishermen have had to pull out their nets to cut them loose and wait for ice again before they can do anything. The hook and line fishermen, were in the same shape, but as soon as it gets colder they can get out and do good fishing for a month or so. About 200 small boxes went out from Bay City this week, and they went to New York, Boston and Detroit and brought good prices. The catch is about all perch, but they are nice stock and are packed alive without ice, and the Jewish trade buys them up quick as they get to market. There is not very much change in the frozen, salted and smoked fish, but the trade is picking up every day and the prices fair. The dealers at Bay City feel good over the outlook. The fishermen at Bay City never got such prices for their fish as they did this fall in a good many years, and they feel thankful for it, for the catch has been small and the good prices helped them out. The fishermen are now getting their nets and boats ready for spring fishing, for they want to be on time, as they believe we are going to have an early spring, for Lent is very early—February 5, and ends in March. The weather has got cold again. We have had a big snow storm, and it has frozen the bay over solid, so now the fishermen will get out again to fix up their nets and the shanties will go out to spear and hook fish, so the catch should pick up again. The fishermen at East Tawas are getting quite a few nice perch with hooks, and they ship to New York on commission, getting good prices for them. They make from \$2 to \$5 per day for a month or six weeks each year. The fishermen all along the west and east shores of Saginaw Bay have from 200 to 500 kegs of salt herring for sale, but are waiting for better prices for them, for the catch has been light and the old stock has been cleaned up. They have been offered \$2.60 to \$2.75, but want \$3. They claim they have 125 to 135 in each keg, and they are cheap at \$3 when they fill up their kegs like this, for the dealers can afford to pay it, as out of every three or four kegs they gain one. The fishermen believe that, prices of meats and other things in proportion, salt fish is about the cheapest thing in the market.

Jan'y 14.

SKY HIGH PRICES AND SMALL FARES

Arrivals at T Wharf This Morning Confined to Few Shore Boats.

High prices and small fares prevailed at T wharf this morning, the only new arrivals since yesterday being six shore boats with average trips. Yesterday afternoon, sch. Lucania arrived from off shore, together with sch. Stranger and the steam trawler Ripple, with fares mostly haddock. The dealers paid \$5 to \$5.50 a hundred pounds for haddock this morning, \$7 to \$7.50 for large cod, \$5 for market cod, \$4.50 to \$7 for hake and \$5 for pollock.

Boston Arrivals.

The fares and prices in detail are: Str. Ripple, 48,500 haddock, 500 cod. Sch. Stranger, 2500 haddock, 500 cod, 1000 hake. Sch. Lucania, 55,000 haddock, 4000 cod, 1000 hake. Sch. Olive F. Hutchings, 5500 haddock, 1500 cod, 4000 hake, 1000 pollock. Sch. Elizabeth W. Nunan, 5000 haddock, 2000 cod, 6500 hake, 1500 cusk. Sch. James and Esther, 3500 haddock, 1000 cod, 300 hake, 10,000 cusk. Sch. Richard T. Nunan, 6000 haddock, 1600 cod, 4500 hake. Sch. Elva L. Spurling, 4000 haddock, 1500 cod, 600 hake. Sch. Nautilus, 1600 cod. Haddock, \$5 to \$5.50 per cwt.; large cod, \$7 to \$7.50; market cod, \$5; hake, \$4.50 to \$7; pollock, \$5.

Jan'y 14.

CAPT. JOS. COONEY ON GILL NETTING

Well Known Rockport Skipper Commends Recent Letter of Capt. Frank Nunan

Closely following the recent communication of Capt. Frank Nunan of Cape Porpoise, who in an extended article went into a discussion of trawling, cod and gill netting, Capt. Joseph Cooney of Rockport, one of the best known local shore fishermen, sends to the Times for publication, a very interesting letter, in which he commends Capt. Nunan and has some comment to make upon gill netting.

Capt. Cooney says: To the Editor of the Times:—If you will kindly spare me a small space in your paper I would like to say a word about gill nets.

I was very much pleased with the remarks in your columns several days ago in regard to this subject because I know that it is the opinion of the best authority on the New England coast; I mean Capt. Nunan of Cape Porpoise.

Last summer a committee was appointed to try and stop the destruction of our fisheries. The majority of the fishermen gave one per cent. of their stock to try and stop beam trawling. Now some of the same owners and captains that were in favor of stopping them are doing something a thousand times as bad by fishing with gill nets.

The government spends thousands of dollars every year trying to raise fish and one of these gill-netters kill more in one day than one hatchery can raise in 20 years, because they reap their harvest in the spawning season.

No longer than 15 years ago I could go right back of Salvages' so close that I could see the smoke from the chimney in my own home and get from 10,000 to 12,000 pounds of haddock, and now I have got to go 20 or 30 miles away, because I can't fish nearer on account of all the shore grounds being covered with gill nets.

Now Mister Reader, there are business people right in Gloucester that have got their bread and butter from us fishermen and now they own and operate these gill-netters and are sure to drive us out of business unless something is done to prohibit these destroyers of the fishing industries.

Just as Capt. Nunan has told you about cod nets in our bays, no longer than four or five years ago I have got 25,000 pounds of cod fish in three days in Ipswich Bay, but now you could not get that many in three years.

Now gentlemen, if the government don't take steps to protect our fisheries, Gloucester and all of the cities and towns depending on the fisheries will see hard times.

These wharves that you get such good rents from now will have grass growing on them in the near future. I am not saying this for my own protection as my fishing days are nearly over but I pity those that are growing up and have got to go fishing for a living. Thanking you in advance, I remain,

Yours respectfully,
CAPT. JOSEPH COONEY.
Rockport.

Jan'y 14.

Will Fit for Gill Netting.

The new steamer Nora Robinson recently purchased by A. Cooney & Company, arrived from Maine last evening in charge of Capt. George Hill. She will immediately fit for gill netting.

Deck Handline Cod Sale.

The recent deck handline salt cod fare of sch. Mina Swim sold to the Cunningham & Thompson Company at \$5.25 a hundred weight for large and \$4.50 for medium.

Was Known Here.

Angus Fisher, second engineer of the steamer Atlantic and a son of Capt. Fisher, of Port Mouton, N. S., was drowned at Liverpool one day last week, while boarding the steamer Anita at that place.

Jan'y 14.

Booth Fisheries Showing.

Booth Fisheries net earnings for fiscal year ended January 1, after charging off \$300,000 losses incurred by previous management, and charging inventories down \$250,000, were roundly \$1,000,000.

Made Big Stock.

Sch. Alice, Capt. James O'Brien, fared well on her recent haddocking trip, stocking a total of \$2000, from which the crew shared \$70 to a man clear.

Jan'y 15.

BAKER'S DOZEN UP AT T WHARF

Fares Are Generally Small and Prices Still Hold Way Up.

Arrivals at T wharf, Boston, since yesterday's report consist of 13 fares, all but two of which are from the shore, some with good fares of haddock and cod.

The total receipts are less than 100,000 pounds. The off shore trips are schs. Laverna with 35,000 pounds and Cynthia which arrived yesterday afternoon with 16,000 weight of haddock.

Wholesale prices quoted by the dealers this morning were \$4.75 a hundred weight for haddock, \$4.50 to \$7.50 for large cod, \$4.50 for market cod, \$4 to \$7 for hake and \$4 to \$4.50 for pollock.

Boston Arrivals.

The fares and prices in detail are: Sch. Mary F. Sears, 6000 haddock, 1200 cod, 2000 hake, 1000 pollock. Sch. Flavilla, 3500 haddock, 5500 cod, 700 hake. Sch. Rose Standish, 2500 haddock, 300 cod. Sch. Laverna, 27,000 haddock, 8000 cod. Sch. Jeanette, 2500 haddock, 500 cod, 1000 hake. Sch. Annie and Jennie, 1500 haddock, 100 cod. Sch. Manomet, 6500 haddock, 1700 cod. Sch. Matthew S. Greer, 4000 haddock, 500 cod, 3000 hake. Sch. Margaret Dillon, 5500 haddock, 200 cod, 2500 hake. Sch. Mary E. Silveria, 5500 haddock, 1000 cod, 3500 hake. Sch. Sadie M. Nunan, 3500 haddock, 3500 cod, 3000 hake. Sch. Cynthia, 16,000 haddock. Sch. Jorgina, 5000 haddock, 800 cod, 500 hake, 1000 pollock. Haddock, \$4.75 per cwt.; large cod, \$4.50 to \$7.50; market cod, \$4.50; hake, \$4 to \$7; pollock, \$4 to \$4.50.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2; snappers, \$3.25. Eastern deck handline codfish, large, \$5.25; medium, \$4.50. Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3. Georges halibut codfish, large, \$4.50; mediums, \$4. Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25. Pollock, \$1.50. Hake, \$1.50. Haddock, \$1.50. Salt herring, \$3.50 per bbl. Pickled herring, \$4.50 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt. Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c. Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c. All codfish not gilled 10c per 100 pounds less than the above. Hake, \$1.15. Cusk, large, \$1.30; mediums, \$1; snappers, 50c. Dressed pollock, 80c.; round, 90c. Bank halibut, 25c per lb. for white, 17c for gray. Fresh herring, \$1 per bbl. to salt; \$2 per bbl. for bait. Newfoundland frozen herring, \$2.75 per cwt.

Jan'y 15.

NEWS FOR THE LAKE FISHERS

Cleveland, O., Jan. 9.—The market at this center is in the best possible condition for those who hold a variety of good stock and prices are firm at latest quotations, says the Fishing Gazette. The wholesale dealers are by no means anxious to dispose of their best quality of fish at a sacrifice price, as perhaps they were a year ago under slightly different circumstances. It is now learned, as on previous occasions, that fish is worth its value, that is, as an element of food necessity. Furthermore, the outlay for procuring this food supply demands due compensation from its users. It is beyond question that neither the fishermen, boats or wholesale dealers have been receiving the cost of the product for the last couple of years, and if they can, in a measure, make good this winter, it will help out the near future of the industry.

Port Huron parties were here this week looking over fish tugs with a view to purchasing one or more. It is not learned that any sales were effected.

Capt. Charles Motley, ex-keeper of the life saving station and one of the most experienced fishermen on the Great Lakes, is active this winter in other lines of work, and more especially in the sale of gas engines, hulls, twine, etc.

Capt. Alex Maeiner, owner of the new wooden tug Caldera, tested the craft under all conditions this fall, and says he is well pleased with her seaworthy, steaming and handling qualities for the fishing trade on Lake Erie.

Capt. Lawrence Webber of Erie, Pa., late joint owner with James Law of the tug Schaeffer, of Cleveland, died suddenly this week. His death was a great surprise to all who knew him, and there were many sincere expressions of sorrow when the fact became known.

Capt. Gus Greenland of the fish tug Weigand, was fined \$100 and costs on a charge of throwing dead fish in the lake at Erie, Pa. Capt. Greenland denied his guilt, claiming the fish were burned under the tug's boilers, and it is understood he will enter an appeal.

CAPE SHORE HADDOCKING. Nova Scotia In-Shore Crafts Have Done Well.

Prosecution of the winter haddock fishery along the coast of Nova Scotia has been much retarded by the boisterous weather prevailing during the past month, and although the few trips the off-shore vessels have been enabled to make in that period have proven very productive, still it is a matter of conjecture if the fishermen have averaged up in these rare—in this season of extreme gales—opportunities. Gloucester vessels cruising off the coast have suffered many minor damages from the succession of severe storms and have been compelled to forego their operations and lay in under the shelter of Nova Scotian harbors.

As the Nova Scotian craft have confined their fishing to close off shore and within easy range of port, but comparatively few of them have suffered any mishaps from the heaving combers that have been sweeping the open Atlantic. This temporary cessation of the fishery has proven quite a drawback to the followers of the sea and the general hope is for milder conditions.

That the fish are in evidence in large numbers is proved by the big cargoes taken around Canso and vicinity lately. It is expected they will gradually work southward towards Halifax, thus affording opportunities of an even larger harvest for the fleet of schooners which market their fares at Halifax. This number has been much augmented recently by many craft from along the shore that have left their home ports on account of cold weather and its resultant freezing in of the smaller boats. On the west side of Cape Breton the haddock fishery has just closed, but in view of the unfavorable weather situation that has prevailed the actual extent of the yield is not known.—Halifax Herald.